



Morris Goding
Access Consulting

**AVIUM DA Variation Access
Review - S4.55 DRAFT**

**MATER MARIA COLLEGE
5 FOREST ROAD, WARRIEWOOD NSW**

**DA Variation Access
Review - S4.55
FINAL**

18 June 2019



REPORT REVISIONS

Date	Version	Drawing No / Revision
12.2.19	Draft	PDF Bundle: 181221_15122_carpark by Alleanza Architecture Traffic Impact Assessment by Cardno 6 th February 2019
18.6.19	FINAL	Typo correction

Report prepared by:

John Moulang

Morris Goding Access Consulting

Senior Access Consultant

(ACAA Accredited: 383 LHA Assessor:10101)

M: 0419-688 344

E: jmoulang@mgac.com.au

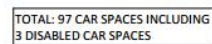


Table of contents

1. Executive Summary	4
2. Introduction	5
2.1 Background	5
2.2 Objectives	5
2.3 Limitations	6
2.4 Accessibility of Design	6
2.5 Statutory Requirements	7
3. General Access Planning Considerations	8
4. Ingress & Egress	10
4.1 External Linkages	10
4.2 Entrances	10
4.3 Emergency Egress	10
5. Paths of Travel	11
5.1 Circulation Areas	11
5.2 Passenger Lifts	11
5.3 Stairs & Ramps	11
6. Facilities & Amenities	12
9.1 Sanitary Facilities	12
9.2 Common Areas	12
9.3 Car Parking	12
7. Conclusion	14

The Access Review Report is a key element in the design development of additional 22 x parking spaces with 3 x dedicated accessible parking spaces according to the National Construction Code (BCA) item D3.5 and AS2890.6 and an appropriate response to the AS1428 series, Building Code of Australia (BCA), DDA Access to Premises Standards (including DDA Access Code) and ultimately the Commonwealth Disability Discrimination Act (DDA).

The intended works, as shown on the issued drawings, require no recommendations to indicate the ability to comply with all requirements. Details prior to the issue of the related construction certificate, will show the relevant requirements, beyond spatial assurance.



AVIUM DA Variation Access Review - S4.55 DRAFT
MATER MARIA COLLEGE 5 FOREST ROAD, WARRIEWOOD NSW



2. Introduction

2.1 Background

AVIUM has engaged Morris Goding Access Consulting (MGAC), to provide the design review for the Section 4.55 Development Application Amendment of the existing Development Consent for the Library, Staff Building and Administration Building (DA-2006/1698/C) at the Mater Maria College – 5 Forrest Road Warriewood NSW.

The DA Amendment seeks to add car parking to the approval – adding 22 x car spaces onto the 75 as required in the consent. The assessment is supported by 2 x architectural drawings prepared by ALLEANZA Architecture and a Traffic Impact Assessment prepared by Cardno that describes:

This application seeks to modify the building envelop of the approved buildings as well as modify the consent conditions relating to student numbers and associated onsite parking. More specifically, the existing consent conditions are as follows:

- *Condition D1 – In order to provide satisfactory car parking for the total development, car parking provision shall be made for a minimum of 75 cars*
- *Condition D232 – The capacity of the school is to be restricted to a maximum of 850 students.*

The above two consent conditions will be the focus of this traffic and parking assessment. It is acknowledged that as a result of population growth within the Sydney Metropolitan Area and the resulting increase in school placements, the school has increased to 1,026 currently. It is acknowledged that this is above current approvals and will be addressed within the Statement of Environmental Effects (SEE) to be submitted with the development application. A more recent approval (n1038/00/S96/2) was issued on 6 December 2017 for redevelopment of part of the College. The Consent retains the above conditions, D1 & D232 in their current form.

The proposed development consent amendment falls under Class 7a (carpark).

The requirements of the investigation are to:

- Review supplied drawings of the proposed development amendment,
- Provide a report that analyses the provisions of disability design of the development amendment and
- Recommend solutions that ensure the design complies with the *Disability Discrimination Act 1992 (DDA)*, *Building Code of Australia (BCA)* and relevant Australian Standards.

2.2 Objectives

The report, to be read with MGAC's DA submission report dated 3rd July 2017, seeks to ensure compliance with statutory requirements and enhanced benchmark requirements set by the project. It considers user groups that include students, parents, staff and members of the general public. The report attempts to deliver



safety, equality, dignity, independence and functionality to people with a disability including:

- People with a mobility impairment (ambulant and/or wheelchair),
- People with a sensory impairment (hearing and/or vision) and
- People with a dexterity impairment.

The report seeks to provide compliance with the *Disability Discrimination Act 1992* attempting to eliminate, to the extent possible, discrimination against people on the ground of disability.

2.3 Limitations

This report is limited to the accessibility provisions of the additional car parking and its relationship to the site, existing buildings and the proposed new work as defined in DA 2006/1698/C in general. It does not set out to unnecessarily repeat recommendations in MGAC's DA report dated 3rd July 2017.

It does not provide comment on detailed design issues, such as gradients, slip resistant floor finishes, luminance contrast, tactile ground surface indicators (TGSIs), signage, etc. These will be included in construction certification documentation.

2.4 Accessibility of Design

The proposed design will utilise the Federal Disability Discrimination Act (DDA), Disability (Access to Premises – Buildings) Standards 2010, BCA/DDA Access Code, Universal Design principles, the AS 1428 Series, and other design guidelines, to develop appropriate design documentation, to provide reasonable access provisions for people with disabilities.

The Project Architect and an appropriately qualified accessibility consultant will examine key physical elements during design development stage, to identify physical barriers and incorporate solutions as a suitable response to disability statutory regulations and other project objectives.

The design will be developed to ensure the principles of the DDA are upheld. Under the DDA, it is unlawful to discriminate against people with disabilities in the provision of appropriate access, where the approach or access to and within a premise, makes it impossible or unreasonably difficult for people with disabilities to make use of a particular service or amenity.

The design will comply with the requirements of the DDA Access to Premises Standards and include requirements for accessible buildings, linkages and the seamless integration of access provisions compliant with AS1428.1. The developed design will consider all user groups, who include members of the public, visitors, students and staff members.

2.5 Statutory Requirements

The statutory and regulatory guidelines to be encompassed in the developed design are to ensure effective, appropriate and safe use by all people including those with disabilities and will be in accordance with:

- Federal Disability Discrimination Act (DDA)
- Disability (Access to Premises – Buildings) Standards 2010
- Building Code of Australia (BCA) Part D3, F2, E3
- AS 1428.1:2009 - (General Requirement of Access)
- AS 1428.4.1:2009 - (Tactile Ground Surface Indicators)
- AS 2890.6:2009 - (Parking for People with Disabilities)

Please note that there are also additional advisory standards (not currently referenced by BCA or DDA Premises Standards) as well as other relevant guidelines that will be considered, as relevant to promote equity and dignity in line with over-arching DDA principles and aspirational objectives. These include:

- Universal Design Principles
- Human Rights Commission (HEREOC)
- Advisory Note February 2013 on streetscape, public, outdoor areas, fixtures, fittings and furniture
- AS1428.2:1992 Enhanced and Additional requirements
- AS1428.4.1 Draft Way-finding Standard
- AS3745:2010 – Planning for Emergencies in Facilities (to assist with design strategies for provision for escape for people with disability that may require assistance)

3. General Access Planning Considerations

The Disability Discrimination Act 1992 (DDA) is a legislative law that protects the rights of all people. The Act makes disability discrimination unlawful and promotes equal rights, equal opportunity and equal access for people with disabilities. The Australian Human Rights Commission is the governing body that controls and enforces DDA compliance.

Nevertheless, building elements that provide insufficient accessible provisions for people with disabilities remain subject to the DDA. The improvement of non-compliant building elements and areas to meet current access requirements will mitigate the risk of a DDA complaint be made against the building owner.

Since the 1st May 2011, the Commonwealth's Disability (Access to Premises – Buildings) Standards 2010 (DDA Premises Standards) apply to all new building works and to affected parts of existing buildings.

The DDA Premises Standards' requirements (DDA Access Code) are mirrored in the access provisions of the BCA. New building work and affected parts must comply with the DDA Premises Standards and AS1428.1-2009 in the same manner as they would comply with the BCA by meeting deemed-to-satisfy provisions or by adopting an alternative solution that achieves the relevant performance requirements.

By utilizing AS 1428 suite of Standards, the overall aim is to provide continuous accessible paths of travel to connect the proposed development to and through public domain areas and between associated accessible buildings in accordance with the DDA Access Code.

MGAC supports the use and consideration of universal design (UD) principles into the design to maximize access for all people. We will assist the design team to incorporate UD principles where possible within the project, while still meeting mandatory compliance requirements.

A UD approach has numerous benefits for the client as an education provider, for businesses within the building, for individual users and for society in general. An inclusive environment that can be accessed, understood and used by as many people as possible, is good business sense, is more sustainable and is socially progressive, in line with the aims of the DAPS.

Universal design principles consider the needs of a broad range of people including older people, families with children and pushing prams, people from other cultures and language groups, visitors in transit and people with disability. By considering the diversity of users, the design will embed access into and within it, so that benefits can be maximized, without adding on specialized 'accessible' features that can be costly, visually unappealing and may perpetuate exclusion and potential stigma.



The seven key Universal design principles to consider in the on-going design include:

- Principle 1: Equitable Use
- Principle 2: Flexibility in Use
- Principle 3: Simple + Intuitive Use
- Principle 4: Perceptible Information
- Principle 5: Tolerance for Error
- Principle 6: Low Physical Effort
- Principle 7: Size and Space for Approach and use

4. Ingress & Egress

4.1 External Linkages

The BCA and DDA Premises Standards contain requirements for site approaches for the use of persons with disabilities. These requirements can be summarised as follows:

- It will be necessary to provide an accessible path of travel from main pedestrian entry points at the site allotment boundary to all building entrances compliant with AS1428.1:2009.
- An accessible path of travel between buildings (or parts of buildings) that are connected by a pedestrian linkage, within the site allotment boundary, compliant with AS1428.1:2009 is also required.
- An accessible path of travel to building entrances (required to be accessible) from associated accessible car-parking bays, compliant with AS1428.1:2009 is required.

Assessment

MGAC has reviewed the drawings and documentation in relation to the aforementioned requirements in the DA-2006/1698/C report. On the basis of the current level of detail all access requirements appear capable of achieving compliance. Further work will be required during design development stage to ensure appropriate outcomes are achieved.

4.2 Entrances

Building entrances are not applicable to this application and are covered in the DA-2006/1698/C report.

4.3 Emergency Egress

Emergency egress is not impeded by the additional car parking.



5. Paths of Travel

5.1 Circulation Areas

The BCA and DDA Premises Standards contain requirements for circulation areas for the use of persons with disabilities. The issued drawings indicate that sufficient circulation for people with a disability can be achieved.

5.2 Passenger Lifts

The BCA and DDA Premises Standards contain requirements for passenger lifts and circulation areas for the use of persons with disabilities. These requirements are covered in the DA-2006/1698/C report.

5.3 Stairs & Ramps

The BCA and DDA Premises Standards contain requirements for stairs and ramps for the use of persons with disabilities. No ramps or stairways are included in the proposed DA amendment.

6. Facilities & Amenities

9.1 Sanitary Facilities

The BCA and DDA Premises Standards contain requirements for sanitary facilities suitable for the use of persons with disabilities. No sanitary facilities are included in the proposed DA amendment.

9.2 Common Areas

The BCA and DDA Premises Standards contain requirements for common use areas suitable for the use of persons with disabilities. No common areas are included in the proposed DA amendment.

9.3 Car Parking

The BCA and DDA Premises Standards contain requirements for parking which are applicable to this project. These requirements can be summarised as follows:

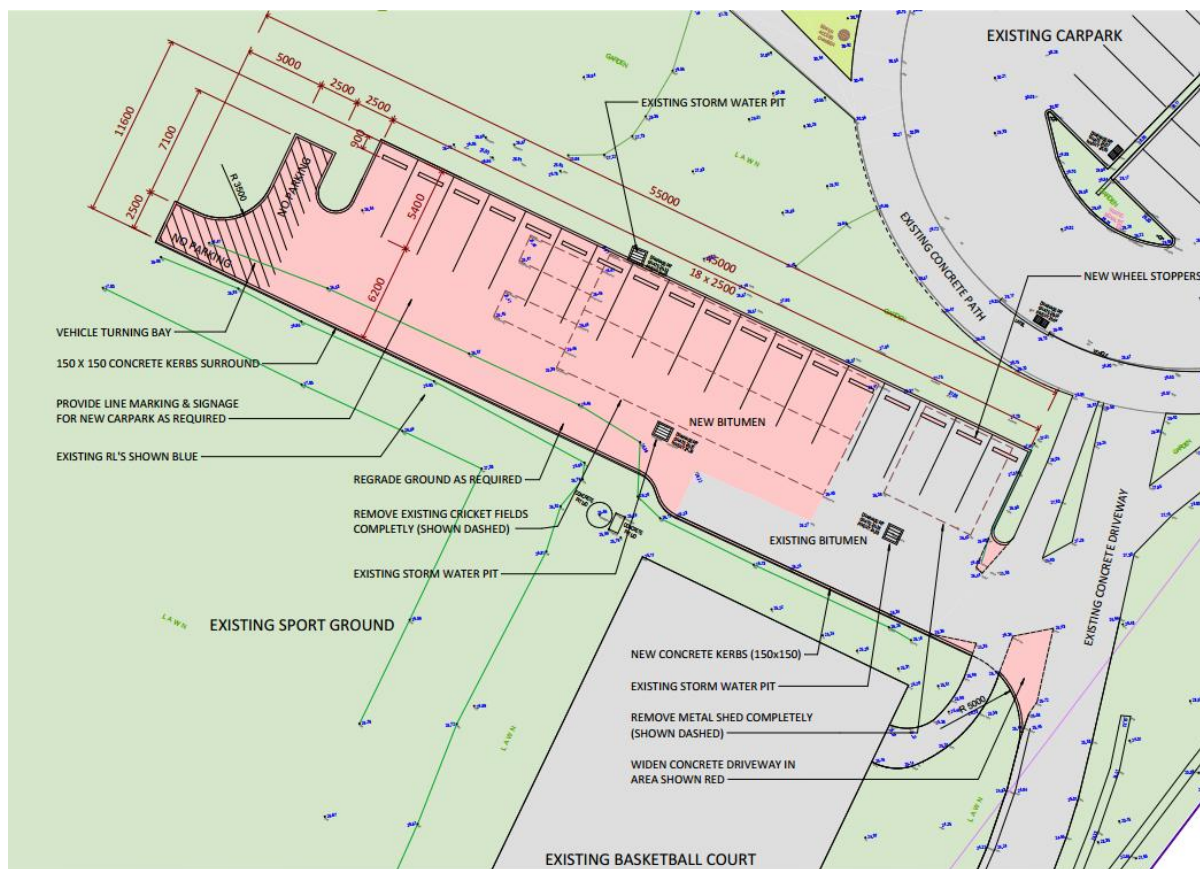
- Class 9b development: Provide 1 accessible car bay for every 100 car bays or part thereof, compliant with AS2890.6.
- Accessible car bays require 2.4 metre with 2.4 metre shared area.
- All accessible car bays to be located near relevant lifts and/or associated building entry points to minimise distance to relevant lift and ensure accessible path of travel between these areas.
- Ensure 2.5m min. height clearance, compliant with AS2890.6 fig 2.7 over accessible car bays with 2.2 m min. vertical clearance leading to the accessible and adaptable unit car bays (Note: consideration for 2.3 or 2.4m min. height preferred for higher vans/adapted vehicles is recommended as good practice).

Assessment

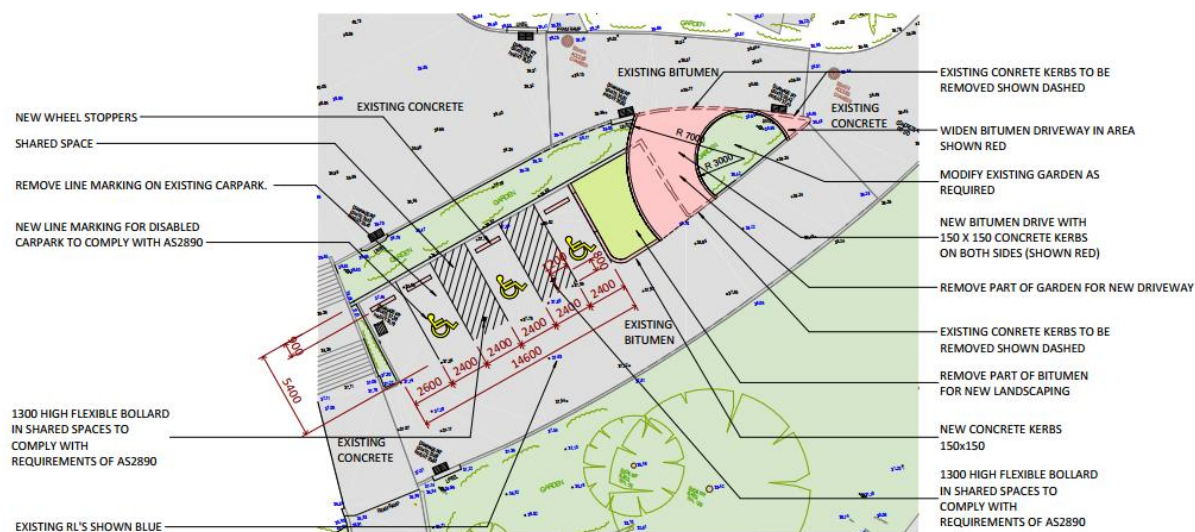
MGAC has reviewed the drawings and documentation in relation to the aforementioned requirements. On the basis of the current level of detail all access requirements appear capable of achieving compliance. The accessible path of travel from the dedicated accessible parking to the entrances of the new building is to be achieved and maintained as per MGAC report for DA-2006/1698/C.

Further work will be required during design development stage to ensure appropriate outcomes are achieved – including the *Traffic & Parking Management Plan (TPMP)* as identified in the *Traffic Impact Assessment* by Cardno and dated 6 February 2019.

Refer to drawings and comments below:



PLAN DETAIL of THE ADDITIONAL PARKING SPACES (NO ACCESSIBLE SPACES)



PLAN DETAIL of ADDITIONAL PARKING SPACES (3 X ACCESSIBLE SPACES)

7. Conclusion

MGAC has assessed the proposed scheme for additional car parking at Mater Maria College at 5 Forest Road Warriewood NSW proposed as a S4.55 DA amendment.

The proposed drawings indicate that accessibility requirements, pertaining to parking can be readily achieved. It is advised that MGAC will work with the project team as the scheme progresses to ensure that appropriate outcomes are achieved in building design and external domain design.